

Attachment 5

to Meteorology Group Chairman Factual Report - 5

DCA03MM035

STATEMENT
Weather Forecast Office
Portland, Oregon
June 17, 2003

The following is a report concerning the accident involving the Taki Too charter fishing boat at the mouth of Tillamook Bay on Saturday morning, June 14, 2003. The accident was reported to the Coast Guard at 1418 UTC (7:18 AM PDT) Saturday morning, June 14, 2003. We heard about the accident at WFO Portland, OR via commercial radio around 9 AM Saturday Morning.

My name is Stephen Todd. I am employed as the Meteorologist In Charge at the Weather Forecast office at Portland, Oregon. I was on duty as the marine and aviation forecaster during the period from 7:00 AM to 3:00 PM on June 14, 2003. My duties on June 14th included the monitoring and issuance of the Marine Forecast for the coastal waters of Northwest Oregon and Southwest Washington, and the monitoring and issuance of Aviation Forecasts for locations in and around Northwest Oregon.

I arrived on duty at about 6:50 AM Saturday morning. I was briefed by the previous shift on weather conditions and trends for both marine and aviation forecasts. During the briefing, the previous forecaster highlighted the hazardous sea conditions along the coast. After the briefing I reviewed current conditions and existing forecasts. The marine forecast issued at 3:30 AM was accurate when compared to current observations. Wind were out of the south around 5-15 kts and combined seas were 12-13 feet at both buoy 46050 and 46029. The 3:30 forecast called for South winds 10 kts, wind waves of 3 ft and NW Swell of 11 ft with a period of 11 seconds. The synopsis even advertised that large swell would reach the coast during the day. I determined that the aviation forecasts for a few Terminal Aerodrome Forecast (TAF) sites was not trending properly (forecast ceilings were too low) and amended the TAF for PDX, HIO, AST and SLE to improve conditions.

I began reviewing the current numerical guidance in preparation for the routine marine forecast update at 9:30 AM. As mentioned above, the previous marine forecast appeared to be in good shape, so only minor changes were made to the marine forecast during the regularly scheduled 9:30 AM update.

While I was updating the marine grids and forecast, the HMT in the office heard a report of a marine accident near Tillamook on local commercial radio. I checked a local news source web site to see if there were additional details, then asked the Public forecaster to contact the Tillamook Coast Guard office to get confirmation of the accident. I called Rich Douglas from Western Region MSD to report the accident, but he was not home so a message was left on his recorder. I then contacted Carl Gorski from Western Region MSD and reported the accident. A preliminary OAV on the accident composed and transmitted at about 10:15 AM and a written report of the event was emailed to several individuals at WRH and the local office at about 11:00 AM.

Mr. Gorski called back later that day to get additional information about the accident. This additional and updated information was relayed by phone. A later shift updated both the OAV and the written report with new information.

All office systems appeared to be functioning properly while I was on shift. I briefed the new shift about the weather and the marine accident at about 3 PM and left the office around 3:15 PM.

A handwritten signature in cursive script that reads "Stephen Todd". The signature is written in dark ink and is positioned above the printed name and title.

Stephen Todd
Meteorologist In Charge